

WEEKLY COURIER

BEN ED. DOANE, Publisher.
JASPER INDIANA

Uproot anger and raise a crop of good nature.

Some men are such spectacles when they put on glasses.

A girl can get a man's goat by making sheep's eyes at him.

The things we worried about yesterday don't look so bad today.

Reformers ought to be well informed, but often they are not.

The get-rich-quick game is not played as openly as it used to be.

Many a man who thinks he has an iron will simply has a wooden head.

We never heard of any one getting rich as a result of having his fortune told.

The Charlotte Chronicle says woman no longer stoops to conquer. She can't.

Much patience is required to listen to a grievance that has an alcohol breath.

As a rule the embargo on arms is raised at the opening of the hammock season.

Has it never occurred to the so-called social lion that in reality he is the goat?

Judging by the fashion books, interesting revelations may be expected in summer styles.

We always feel sorry for the girl, and a contempt for men, when we see a girl kissing a dog.

It gets our goat when we try to figure out how some college graduates got their sheepskins.

No man ever thinks himself educated after his four-year-old boy begins asking him questions.

A successful landlady can convince the boarders that warmed-over beans are better than when they are fresh.

There is as much sentiment in planting a tree as in writing a poem, and it is easier for many of us to plant the tree.

Our notion of nothing to become hysterical over is the statement that English legs are longer than French legs.

What men talk of as the good old days was that period of their lives when their appetites were ready for any emergency.

A newspaper reader wants to know if Connie Mack ever takes off his hat. We feel sure that Mrs. Connie doesn't let him sleep in it.

One scientist says red hair keeps a woman's temper hot. Now and then science and reason seem to move along hand in hand.

"Can a man be proud of a lie?" asks a Louisville minister. Probably that depends upon whether his wife pretends she believes it.

A Chicago university professor is going to try to weigh the moon. One would imagine that it varies in weight, being heaviest when full.

Give the small boy any kind of old gun and his heart's desire is to hit some animated object. Are we born with a cruel streak in us?

An eastern doctor says the human nose is not as dependable as it ought to be. Perhaps not, but we still contend that it is right in its place.

France supplies a vast batch of fashions, some good but most of them ridiculous, but we overlook the offense and praise her for having 16,600,000 sheep.

The surgeons have finally decided that radium is a failure as a cure for cancer, but lots of people still believe that carrying a buckeye in the right hand trousers' pocket will cure rheumatism.

According to the department of agriculture, false curls for women's coiffures are made of goat's hair. The fond lover sighing over a stray lock from his innamorata's head should make sure it is genuine.

Another cure for tuberculosis has been discovered. Doubtless it will go the way of the other infallible cures, which, after exciting hope in the hopeless, have died the natural death of every succeeding health fad.

Marconi is to be made a senator. Everyone will have to admit that no wires were used in the process.

No, Juliet, tangoers do not pose as from the highest circles of our best society. But they tango for the edification of those baffling from there.

The bichloride of mercury tablet continues to assist unhappy mortals in shuffling off this mortal coil. If anybody were sufficiently interested, the sale of this poison might be restricted.

964 PERISHED ON BIG OCEAN LINER; 433 ARE SAVED

Empress of Ireland Sunk in Collision in St. Lawrence River.

ONLY 20 WOMEN ARE SAVED

Craft Goes Through Center of Vessel and Rips It Open From Midships to Stern—Men, Women and Children Struggle for Life.

COST OF A BLUNDER.

Passengers dead 753
Crew dead 211
Total dead 964
Passengers rescued 201
Crew rescued 202

Quebec, June 1.—A train with 385 survivors of the lost Canadian Pacific steamship Empress of Ireland arrived here from Rimouski. Thirty-seven wounded were left at Rimouski.

These are all that live of 1,376 who sailed from here bound for Liverpool on the queen vessel of a famous fleet. The ship sailed out of a sunlit harbor into the fog off Father Point, where the ripping prow of the collier Stordstad struck the death blow in the dark.

The lost number 964. Of the living 211 are members of the crew. Of the living only 20 are women; two are children.

Thus the story of the most terrible disaster in the history of Canadian navigation is written more grimly, more vividly in hard figures than it could ever be in words.

Relief vessels and trains equipped with doctors and nurses and every medical and surgical supply were rushed to Rimouski to care for the survivors.

Train Is Wrecked.

The government steamer Lady Gray well equipped with medical supplies and provisions as well as many surgeons and doctors left Quebec for Rimouski and arrived at midnight. The government also has marked the place where the liner sunk with buoys as a protection to other vessels.

One of the relief trains that left Levis for Rimouski jumped the track as it was rounding a curve a few miles from Levis, but no one was hurt. Another relief train was made up at Levis and it picked up the relief crew of doctors and nurses from the wrecked train, transferred the supplies and when the track was cleared continued on its way to Rimouski.

Forty of those rescued and landed at Rimouski were so severely wounded they could not be moved. Skilled doctors from Quebec are caring for them. About two hundred and seventy-five of the survivors were able to leave Rimouski.

The Norwegian collier Stordstad, with her bows crumpled back to the first bulkhead and covered with canvas, steamed for Quebec, according to a Marconi gram from her wireless operator. The survivors picked up by the Stordstad, after the collision, were transferred to the steamer Lady Evelyn.

Gathered piecemeal from survivors the horror of this wreck grows with the telling. Waters Quickly Engulf Ship. The doomed ones had little time even to pray. They were engulfed by the onrushing waters that swallowed the big ship inside of 19 minutes from the time she was struck.

The wireless operators on the Empress, sticking to their posts to the last, had time only to send a few "S. O. S." calls for help when the rising waters silenced their instruments.

That silence told the rescuers miles away more potently than a bugle that doom had overtaken the ship. Only six hours before this fateful collision the passengers sang as a good-night hymn "God Be With You Till We Meet Again," played by the Salvation army band on board.

The members of that band and most of the 165 Salvationists were among the lost.

It was foggy according to survivors when the Empress of Ireland, a steel-hulled, steel-bulkheaded ship of more than 8,000 tons, left Montreal at 4:30 in the afternoon in command of H. G. Kendall of the Royal Naval reserve, one of the most skilled of transatlantic navigators.

Out of the darkness, on the port side, soon after 2:30 in the morning there loomed the little Norwegian collier, not half the size of the Empress, but fated to be her destroyer.

Not until the collier was almost abreast of the big liner was the danger known on either ship. The fog had blotted out the lights as well as the port and starboard lights of both ships.

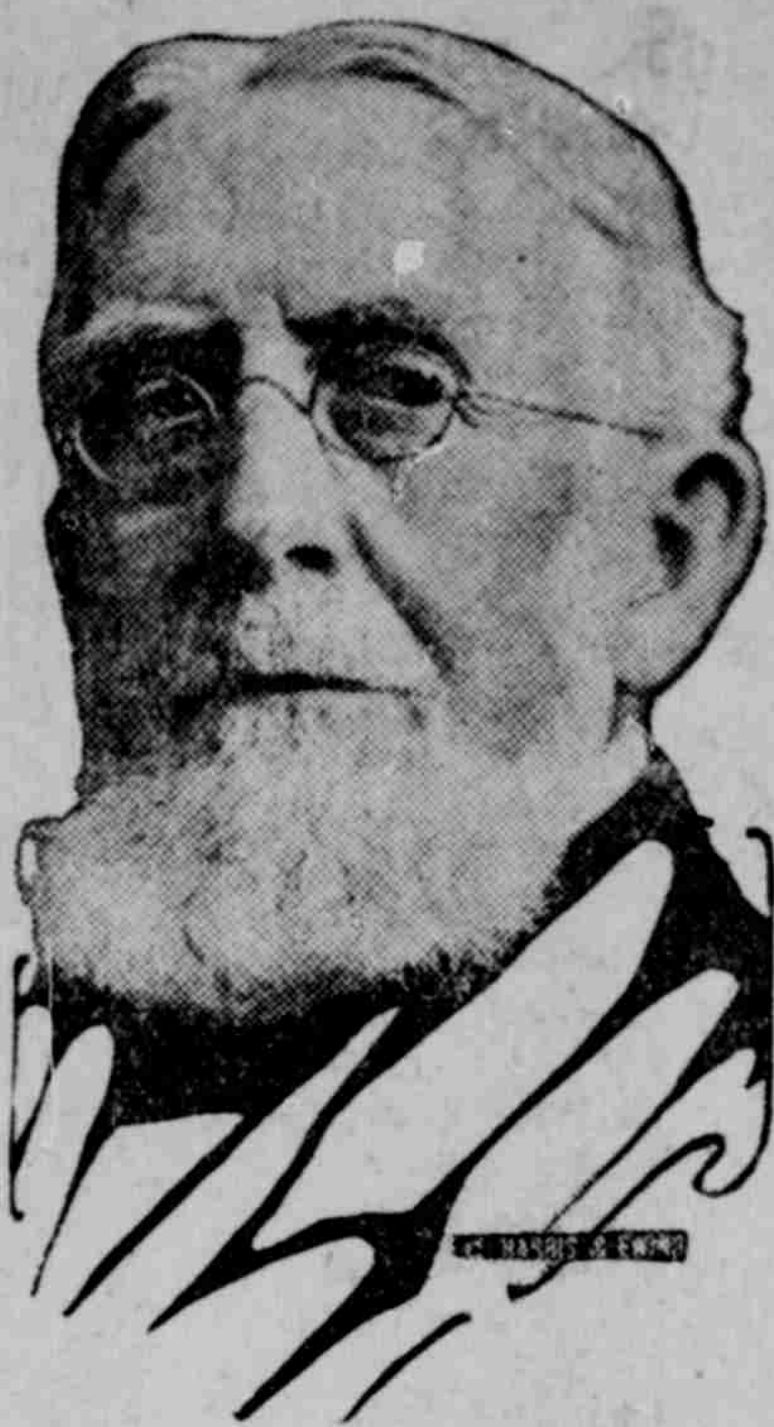
Quick orders trumpeted on both vessels were heard. But they came all too late.

Strikes Ship Amidships.

The steel-pointed prow of the Stordstad struck the liner amidships and then forged aft, ripping and tearing its way through the Empress of Ireland.

Clear to the stern of the Empress of Ireland was this great steel shoving cut from her side, from the top of the

DR. ANDREW D. WHITE



Dr. Andrew D. White, who was the chief American delegate to the first peace conference at The Hague, was the principal speaker at this year's Lake Mohonk conference on International Arbitration.

hull far below the water line. Into that rent the water poured with force of a Niagara.

The bow of the Stordstad smashed its way through berths on that side of the ship, killing passengers sleeping in their berths and grinding bodies to pieces.

Reaching the stern of the big liner, the Stordstad staggered off in the darkness, her bow crumpled by the impact. Her commander was ready a few minutes later, when he found his ship would float, to aid the crippled and sinking Empress, but he was too late to save the majority of those on board.

The Empress of Ireland recoiled almost on her starboard beam ends from the blow of the collier and passengers were flung from their berths against the walls of their staterooms.

Many were stunned and before they had time to recover were carried to the bottom with the ship.

Reeling from the blow the ship began to settle almost immediately as the water rushed into the big rent. From the forward cabin, however, men and women in night attire stumbled along the corridors and up the companion way to the promenade deck—the deck below, the one on which the boats rested.

Swarm to Deck.

Up they swarmed on deck in their night clothing to find the ship heeling away to port and the deck slanting at a degree that made it almost impossible to stand even clinging to railings.

There was no time to observe the rule "Women first" in this disaster, for those nearest the boats scrambled to places in them.

But even as they were being launched, while the wireless still was calling "S. O. S." there came a terrific explosion that almost rent the ship in twain.

It was the explosion of the boilers struck by the cold water. A geyser of water shot upward from the midship section, mingled with fragments of wreckage, that showered down upon the passengers still clinging to the rails forward and upon those struggling in the water.

The explosion destroyed the last hope of the ship's floating until succor could arrive, for the shock had smashed the forward steel bulkhead walls that had up to then shut out the torrents invading the after part. The water rushed forward and the Empress of Ireland went swiftly to her doom, carrying down with her hundreds of passengers who stood on her slanting deck, their arms stretched upward and their last cries choked in the engulfing waters.

Intense darkness covered the waters when the Empress of Ireland made that final plunge, but the fog lifted a few minutes later and then came the first faint streaks of dawn.

It lighted waters strewn with wreckage and struggling passengers, who strove to keep afloat.

The crippled Stordstad, which had wrought this tragedy of the waters, had lifeboats out picking up as many survivors as possible.

Women clinging with one hand to little ones, while with the other they tried to keep clutch on pieces of wreckage, were picked up by the lifeboats and carried on board the rescuing vessels.

Captain Kendall, dazed and unable to give any coherent account of the loss of his ship, was found clinging to a broken spar.

Stordstad Seized for Debt.

Montreal, Que., June 1.—Three developments of unusual interest marked the arrival of the Stordstad in Montreal. The first was the statement of officers high up in the ship's command that the collier was going full speed astern at the time of the disaster; the second was the seizure by admiralty court officers on behalf of the Canadian Pacific railroad, the owners of the Empress, for an alleged debt of \$2,000,000; and the third was the statement by Captain Anderson of the collier that nothing official would be given out until the many lawyers who had congregated had prepared it.

Will Head Knights Templar.

Erie, Pa., May 28.—Sir Frederick Burd Black of Franklin was nominated for warden of the grand commandery, Knights Templar of Pennsylvania.

SURVIVORS TELL OF HEROISM IN WRECK

Passengers Saved From Ship Relate Experiences.

DEATH CAUSED BY BLAST

Band of Salvation Army Leaders Almost Wiped Out by Disaster—Man Gave Woman His Life Belt.

Quebec, June 1.—Thrilling tales of heroism, stories of futile fights for life, narratives that tell of the horrors of that fateful few moments after the Empress of Ireland was rammed by the Stordstad poured from the lips of the rescued when the special train bearing them reached this city.

Special praise was given to the work of Dr. James F. Grant of Victoria, B. C., ship surgeon on the Empress. To his coolness was credited the saving of a large number of persons taken out of the water who probably would have perished had they not received prompt medical attention.

Surgeon's Own Narrow Escape. A graphic description of the scene on the Empress of Ireland after the collision was given by Doctor Grant.

"I was in my cabin," said the ship's surgeon, "and knew nothing of the accident until the boat listed so that I tumbled out of my berth and then rolled under it. I tried to turn on the light, but there was no power. I reached the bolted door, but the list was so strong that it took me considerable time to open it.

"When finally I got out and reached the passageway it was so steep, due to the way the ship was canted, that my efforts to climb were rendered impossible by the carpet which I was clinging to breaking away.

"A passenger finally managed to pull me through the porthole. "About a hundred passengers were gathered on the side of the ship at the time, but a moment after I joined them the vessel took another list and plunged to the bottom.

"I next found myself in the water, and swam toward the lights of the steamer Stordstad, and when nearly exhausted from the struggle and the exposure, I was picked up by a lifeboat."

Only two children are known to have been saved from the wreck. Major Attwell of Toronto and his wife were among the saved.

Salvation Army Man's Story. A McIntyre was in the second cabin with most of the other Salvation Army passengers. He told a vivid story of his own experiences and of what he saw as he swam to safety.

"Virtually every leading officer of the Salvation Army in Canada is gone," he said. "Commissioner Rees and his wife and the children sank, and only three of this family survive. Out of our Salvation party of 150 on board, probably less than twenty were rescued.

"I was aroused from my sleep by the impact and awoke the others in my cabin. I could then hear plainly the rush of water, and I felt sure that something serious had happened. I also heard the machinery of the boat running. It did not stop immediately after the crash, but continued until the explosion occurred.

"I grabbed a life preserver and went out to the deck. On deck there were no life belts and quite a number of people were standing about apparently unable to determine what to do. I gave my belt to Mrs. Foord, one of our party. I tied the belt on her myself.

"When I was taken on board I saw many men rescued, practically unclothed."

"As I swam through the icy waters I heard the dull explosion caused by the water reaching the engines of the sinking ship. It was followed by a burst of steam that spread to all parts of the vessel. Then came a quick listing of the liner and she turned over. It looked to me as if she turned turtle.

Actor Irving Died a Hero. Laurence Irving, son of the late Sir Henry Irving and well known on the English and American stages, lost his life in the sinking of the Empress of Ireland while he was trying to save his wife.

F. E. Abbott of Toronto was the last man to see Irving alive. "I met him first in the passageway and he asked calmly, 'Is the boat going down?'"

"I said that it looked like it. "Dearie," Irving then said to his wife, 'hurry, there is no time to lose.' "Mrs. Irving then began to cry, and as the actor reached for a life belt the boat suddenly lurched forward and he was thrown against the door of his cabin. His face was bloody and Mrs. Irving became frantic.

"Keep cool," he warned her, but she persisted in holding her arms around him.

"He forced the life belt over her and pushed her out of the door. He then practically carried her upstairs. I said, 'Can I help you?' and Irving said, 'No, yourself first old man, but God bless you all the same.'"

"I left the two—man and wife—struggling. I got on deck and dived overboard. I caught hold of a piece of timber and, holding on tight, looked around. Irving was by this time on deck. He was kissing his wife, and as the ship went down they were clasped in each other's arms."

JOSE VASCONCELES



Jose Vasconcelles, a Mexican lawyer, is in Montreal on a mission for Carranza and is keeping watch over the doings of the mediation conference on behalf of the constitutionalists.

LIST OF THE RESCUED

These passengers and members of the Empress of Ireland's crew are reported rescued by the Canadian Pacific railroad, by the Salvation Army, by the wireless operator on the Empress or in press dispatches from Rimouski:

Joseph Backford, Starr Baker, J. P. Bandy, T. Bantala, Florence Bawden, Hillsboro, Ill.; Bessie Bawden, Miss Blyth, Miss Edith Boch, Rochester, Minn.; Reinhardt Boch, Rochester, Minn.; Robert Boyle, R. Brennan, William Brown, John Byrne, C. R. Burt, W. T. Burrows.

W. Canepa, George Capplin, H. Clarkson, J. M. Cone, Miss E. Court, Liverpool, Eng.

P. Darcy, John Davies, Peter Davies, G. Donovan, John Dorts.

A. Elgevis, Walter Erzinger, Arthur Evanson.

Mrs. Faveustend, A. C. Ferguson, Arthur Fineday, Walter Fenton, Mrs. John Fisher, Chicago; John Fitzpatrick, Roy Floir, William Fugent.

John Gard, Chicago; A. W. Gaede, chief engineer; John Gibson, Arthur Gray, Alex. Griveri.

Miss Mabel Hackney, wife of Lawrence Irving; Haes, assistant purser; W. Hampter, Renne Harbann, H. L. Heath, Chicago; "Jack" Heath, four-year-old son of above; W. Herrig, G. W. S. Henderson, S. F. Hohn, P. R. Holt, William Honralain, Hugh Hughes, W. H. Hughes.

George Johnston, Santa Barbara, Cal.; Sims Jubainer.

Evan Kavalaske, Duluth; Miss Grace Kohl, Michael Koronic.

Herbert Lawler, R. Leddell, Miss Alice Lee, Nassau, Bahamas; Maite Lommi.

Thomas McCready, C. P. McDonald, D. McDougal, R. McWilliams, G. J. Metcalfe, Mrs. William Mounsey, Chicago.

F. Nisito.

W. S. Owen.

P. Probal.

William Quinn.

Fedor Rigatetento, Moreland A. Reginald, W. Roberts, John Romanus, William Rower, W. Rowan, steward; Phona Ryan, John Ryan.

W. Salinski, C. Samuelson, Scott, Edward Shannon, John Sims, C. H. Smith, H. H. Smith, J. Smith, C. Spencer, bellboy; Adam Suzzera.

Alex. Talbacha.

Thorne Walinski, B. Weinruch, Montreal; Alex. Weiss, J. B. White, O. Williams.

H. Zuh.

SALVATION ARMY.

Maj. and Mrs. Atwell, Toronto; Miss Alice Bales, address unknown; Thomas Brooks, Toronto; Delamont (two brothers), Moose Jaw; Ernst Foord, Toronto; Ernest Green, Toronto; Herbert Greenaway, Toronto; Mr. and Mrs. Greenaway, Toronto; Grace Hannagan, eight-year-old daughter of Bandmaster Hannagan, Toronto; James Johnston, Toronto; Alfred Kieth, lieutenant, Toronto; D. McAmmon, staff captain, Toronto; Maj. Frank Morris, Lindsay, Ont.; Kenneth McIntyre, Toronto; Captain R. Spooner, Toronto; Maj. Richard Furtin, Toronto; Capt. George Wilson, Toronto.

OTHERS RESCUED.

G. Combes, pantryman; B. Bamford, Marconi operator; Alex. Bunthorne, Santa Barbara, Cal.; Mr. and Mrs. Byrne, Brisbane, Australia; Mrs. G. Byrne, A. Elliott, baker; J. M. Finlay, Liverpool; E. Foster, baker; Grey, seaman; Perkinson R. Holt, bedroom steward; Moscal Doelik, T. Gratwick, Alex. Hadley, boat-wain's mate, O. S. Murphy, A. Reginald, C. S. Samson, chief steward; Mrs. R. Simons, T. Sorahue, J. K. Swan, tenth engineer; Morland White, Joseph Williams, assistant steward; O. H. Duckworth, electrician; Pederson Novek, Donovan, Clandon, Charles Clark, Sapoke, Savein, Joseph Sebalak, Ordburg; Miss Eva Seale, Seattle; Mrs. A. Vincent, Faircross, England.

Bernhardt Is Reported Ill.

Paris, France, May 28.—Reports received from Liege, Belgium, indicate that Sarah Bernhardt, who is there with her company on a tour of Europe, is seriously ill.

Good Cause for Alarm

Deaths from kidney diseases have increased 75% in twenty years. People overdo nowadays in so many ways that the constant filtering of poisoned blood weakens the kidneys.

Beware of fatal Bright's disease. When backache or urinary ills suggest weak kidneys, use Doan's Kidney Pills, drink water freely and reduce the diet. Avoid coffee, tea and liquor.

Doan's Kidney Pills command confidence, for no other remedy is so widely used or so generally successful.

An Indiana Case "Kidney trouble began in my case with backache and pains through my joints," says S. E. Bechtolt, carpenter and contractor, 952 S. Meridian St., Portland, Ind. "My hands and feet were swollen and I couldn't lift or stoop. I had headaches and dizzy spells and morning sickness. Doctors failed and I was in bed for two weeks. Doan's Kidney Pills helped me as soon as I used them and before long I got well. I am certainly grateful for my cure."

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SPECIAL TO WOMEN

The most economical, cleansing and germicidal of all antiseptics is

Paxtine

A soluble Antiseptic Powder to be dissolved in water as needed.

As a medicinal antiseptic for douches in treating catarrh, inflammation or ulceration of nose, throat, and that caused by feminine ills it has no equal. For ten years the Lydia E. Pinkham Medicine Co. has recommended Paxtine in their private correspondence with women, which proves its superiority. Women who have been cured say it is "worth its weight in gold." At druggists. 50c. large box, or by mail. The Paxton Toilet Co., Boston, Mass.

In the Snuff. Magistrate—Officer, this prisoner says you have trumped up a charge against him.

Officer—He must be a joker, your honor; I had to use my club on him as he came within an ace of escaping.

Does Away With the Comma.

In his latest poem, "Narcissus," Robert Bridges, the English poet laureate, has banished the comma entirely, so that a procession of adjectives may be taken at the reader's option, as separate qualities; or as qualifying each other. Thus one may call his hero "almighty wondrous," or regard him as being both. Mr. Bridges' principles of punctuation are not obvious.

He loves the exclamation mark, using it five times in the 28 lines of the poem, and sprinkles dashes about with prodigality. He adopts the colon and does not slight the interrogation mark, while using now and then a full stop.

Dr. Elliot on Education. Dr. Elliot says: "The practise of England and America is literally centuries behind the precept of the best thinkers upon education." Is it not humiliating that an American is forced to make such an admission concerning our most vital American institution?

What can be done? How can this wasteful school system be speedily remedied so that it fills its real function and sends out into the world boys and girls developed according to their individual talents as far as those talents permit? It is a big question, but in my next article, I propose to outline a rational, practical system of public education which will serve those ends.—Pictorial Review.

HER MOTHER-IN-LAW Proved a Wise, Good Friend.

A young woman out in Ia. found a wise, good friend in her mother-in-law, jokes notwithstanding. She writes:

"I was greatly troubled with my stomach, complexion was blotchy and yellow. After meals I often suffered sharp pains and would have to lie down. My mother often told me it was the coffee I drank at meals. But when I'd quit coffee I'd have a severe headache."

"While visiting my mother-in-law I remarked that she always made such good coffee, and asked her to tell me how. She laughed and told me it was easy to make good 'coffee' when you use Postum."

"I began to use Postum as soon as I got home, and now we have the same good 'coffee' (Postum) every day, and I have no more trouble. Indigestion is a thing of the past, and my complexion has cleared up beautifully."

"My grandmother suffered a great deal with her stomach. Her doctor told her to leave off coffee. She then took tea but that was just as bad."

"She finally was induced to try Postum which she has used for over a year. She traveled during the winter over the greater part of Iowa, visiting, something she had not been able to do for years. She says she owes her present good health to Postum."

Name given by Postum Co., Battle Creek, Mich. Read "The Road to Wellville," in pkgs.

Postum now comes in two forms: Regular Postum—must be well boiled. 15c and 25c packages.

Instant Postum—is a soluble powder. A teaspoonful dissolves quickly in a cup of hot water and, with cream and sugar, makes a delicious beverage instantly. 30c and 50c tins.

The cost per cup of both kinds is about the same.

"There's a Reason" for Postum.

—sold by Grocers.